



# BASEPLATE KIT INSTALLATION INSTRUCTIONS

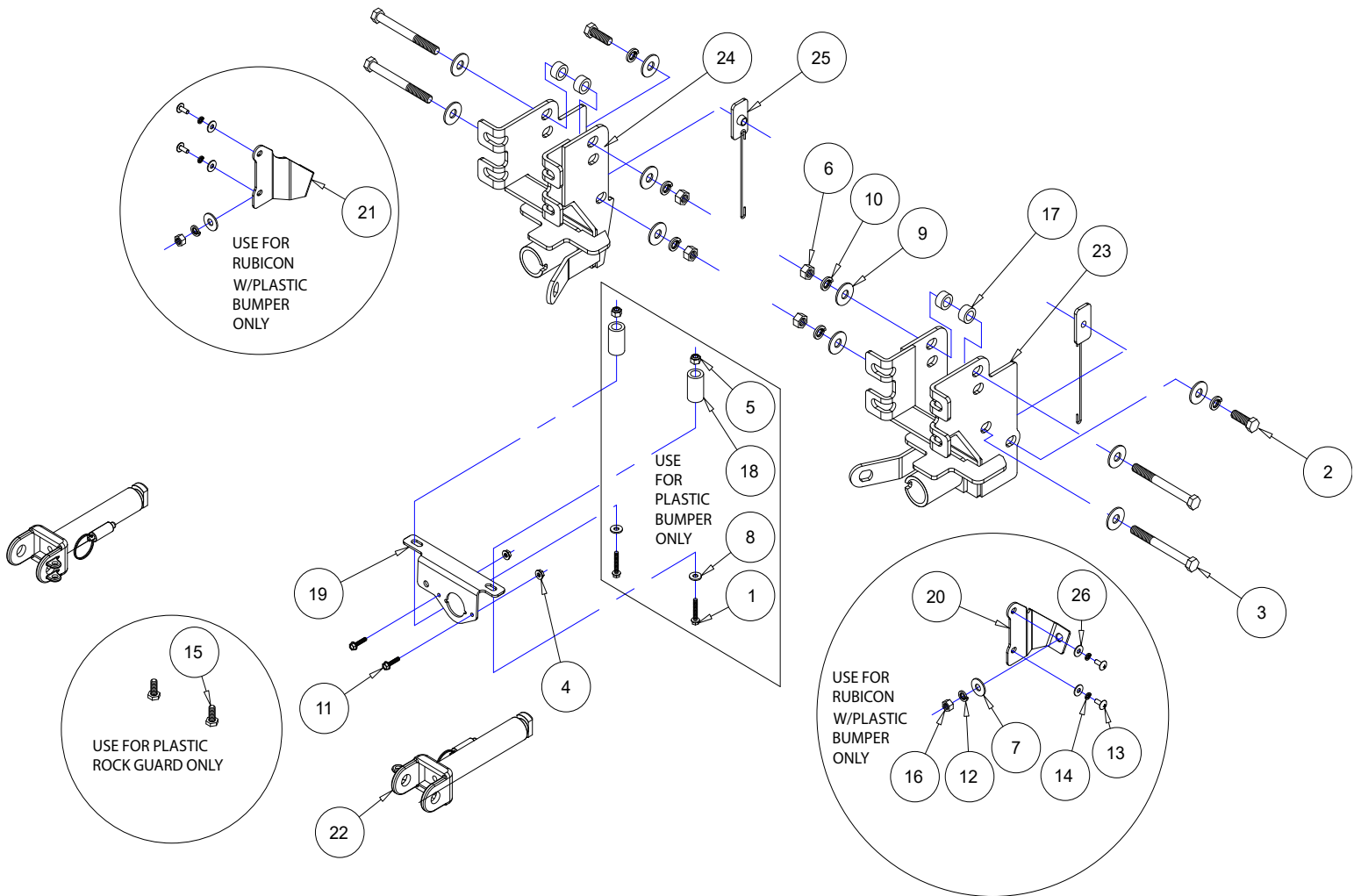
**KIT# 521453-5**

09/07/22  
KS

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**Special Tools Needed**  
Die Grinder

**Important**  
Note: This baseplate will not accommodate the Guardian rock shield, some models of the Tow Defender, or any StowMaster tow bar.



hardware list on next page

## IMPORTANT

This baseplate fits all Wranglers and Gladiators across five factory trim levels: Sport, Sport S, Sahara, Overland and Rubicon. Within these five trim levels, there are various combinations of rock guards and bumpers that are both plastic and metal.

Before proceeding, it is imperative that you identify which combination of rock guard and bumper you have to avoid unnecessary delays in your installation. Once you have identified your specific combination, proceed to the instructions that are appropriate for your fit.



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## HARDWARE LIST

ITEM	QTY	DESCRIPTION	PART #
1.....	2	3/8" x 3" BOLT	350062-00
2.....	2	1/2" x 1 1/2" BOLT	350095-00
3.....	4	1/2" x 5" BOLT	350107-00
4.....	2	#10 NYLON INSERT LOCK NUT	350249-00
5.....	2	3/8" NYLON INSERT LOCK NUT	350255-00
6.....	4	1/2" HEX NUT	350258-00
7.....	2	5/16" FLAT WASHER	350302-00
8.....	2	3/8" FLAT WASHER	350304-00
9.....	24	1/2" FLAT WASHER	350308-00
10.....	6	1/2" LOCK WASHER	350309-00
11.....	2	#10 x 1/2" BOLT	350389-00
12.....	2	M8 LOCK WASHER	355705-00
13.....	4	M6 x 1.0 x 20 mm PHILLIPS HEAD SCREW	355750-00
14.....	4	M6 LOCK WASHER	355761-00
15.....	2	M10 x 1.5 x 25mm BOLT	356109-00
16.....	2	M8 x 1.25 HEX NUT	356208-00
17.....	4	1" O.D. x 0.188 WALL x 1/2" TUBE SPACER	A000061
18.....	2	1" O.D. x 0.188" WALL x 1 3/4" TUBE SPACER	A000948
19.....	1	WIRE PLUG PLATE	B003754
20.....	1	DRIVER SIDE AIR DAM MOUNT	B003818
21.....	1	PASSENGER SIDE AIR DAM MOUNT	B003819
22.....	2	ARM	C002383
23.....	1	DRIVER SIDE RECEIVER	C003450
24.....	1	PASSENGER SIDE RECEIVER	C003451
25.....	2	3/16" x 1 1/4" x 2 1/2" THREADED BACKING PLATE WITH 6" ROD	C003454
26.....	4	1/4" FLAT WASHER	350300-00

**IMPORTANT:** All baseplates **must** be assembled with all the bolts left loose for final adjustment and positioning (before tightening) unless otherwise instructed. All bolts **must** be torqued for proper strength. If more than one bolt is used per fastening point, the diagram may only show one.

- Use flat washers over all slotted holes
- Use lock washers on all fasteners

## WARNING

Failure to heed these warnings or follow the installation instructions may result in a voided warranty, loss of towed vehicle, personal injury or death.

- Do not weld or modify this baseplate or its components. Welding or modification will void the warranty.
- Do not use this document as a basis to design/fabricate a baseplate, as it may not show all parts or structural components.
- We strongly recommend professional installation.
- The installer must read the instructions and use all bolts and parts supplied.
- Use Loctite® Red on all bolts used to secure this baseplate. Torque all bolts to the specifications found at the end of these instructions. Do not over-torque the bolts or failure may occur.
- Every 3,000 miles, the owner must inspect the fasteners for proper torque, according to the bolt torque requirements chart on the last page of these instructions. The owner must also inspect all mounting points for cracks or other signs of fatigue every 3,000 miles.
- The owner must check the vehicle manufacturer's instructions for the proper procedure(s) to prepare the vehicle for towing. Some vehicles must be equipped with a transmission lube pump, an axle disconnect, driveline disconnect or free-wheeling hubs before they can be towed. Failure to properly equip the vehicle will cause severe damage to the transmission.
- If the towed vehicle has been in an accident, it must be properly repaired before attaching the baseplate. Do not install the baseplate if any structural frame damage is found.
- If running changes were made by the vehicle manufacturer after this kit was designed, some bolts or other fasteners in the hardware pack may no longer be the correct size. It is the installer's responsibility to verify this kit is securely fastened to the vehicle and fitted with the correct hardware to account for these changes.
- Roadmaster manufactures many styles of baseplates. If your baseplate has removable arms, they must be removed before driving the vehicle, unless the arms can be pinned or padlocked in place. If not secured, the arms could vibrate out.
- Some motorhome chassis have such a tight turning radius that you can damage your motorhome, towed vehicle, tow bar or baseplate while turning sharply. Before getting on the road, test your turning radius in an empty parking lot. Turning too sharply could result in non-warranty damage to towing system, motorhome and/or towed vehicle.
- Do not back up with the towed vehicle attached or non-warranty damage will occur to your towing system, motorhome and/or towed vehicle.
- The safety cables must connect the towing vehicle to the towed vehicle frame to frame, with the cables crossed, with enough slack for sharp turns. Refer to the cable instructions for proper routing. Failure to leave enough slack in the safety cables, or failure to connect the safety cables frame to frame, will result in the loss of the towed vehicle.
- This kit is designed for use with ROADMASTER tow bars and ROADMASTER adapters only. Using this kit with other brands, without an approved ROADMASTER adapter, may result in non-warranty damage or injury.
- Upon final installation, the installer must inspect the baseplate to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc.
- This baseplate is only warranted for the original installation. Installing a used baseplate on another vehicle is not recommended and will void the warranty.



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This is one of our direct-connect series, which allows the visible front portion of the baseplate to be easily removed from the front of the vehicle (Fig.A and Fig.B). This kit consists of two main receiver braces, two removable front braces, and a hardware pack.

The main receiver braces mount to the frame, on each side. The removable front braces install in the main receiver braces.

Before starting the installation, lay out the kit components in order, as they will be used. This will give you a visual idea of how the components work, and will also confirm that everything is present and accounted for.



## IMPORTANT

**This baseplate fits all Wranglers and Gladiators across five factory trim levels: Sport, Sport S, Sahara, Overland and Rubicon. Within these five trim levels, there are various combinations of rock guards and bumpers that are both plastic and metal (Fig.C – metal rock guard and Fig.D – plastic rock guard).**

**Before proceeding, it is imperative that you identify which combination of rock guard and bumper you have to avoid unnecessary delays in your installation. Once you have identified your specific combination, proceed to the instructions that are appropriate for your fit.**

**For models with a plastic bumper and rock guard (Sport, Sport S, Sahara and Overland): Proceed to page 7. For Rubicon models with a plastic bumper and a metal rock guard: Proceed to page 9. For Rubicon models with a metal bumper and metal rock guard: Proceed to page 2.**



Please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel.





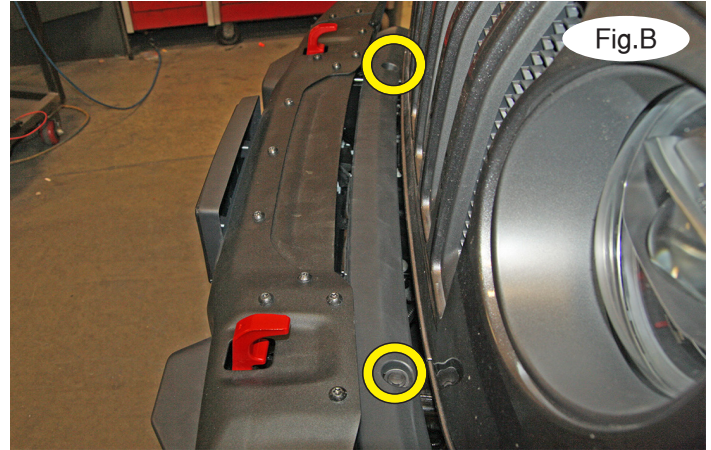
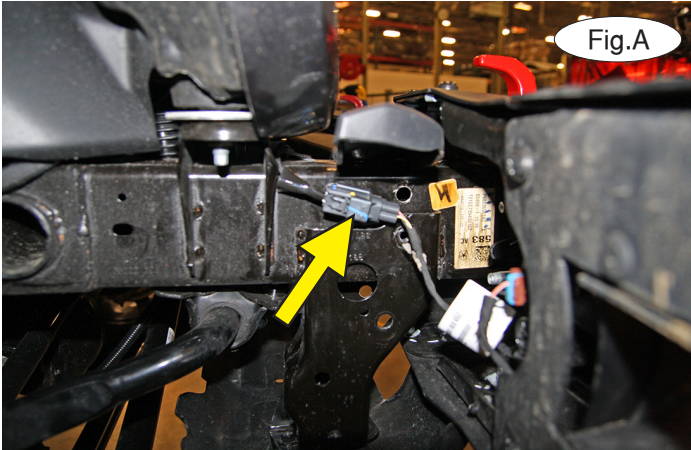
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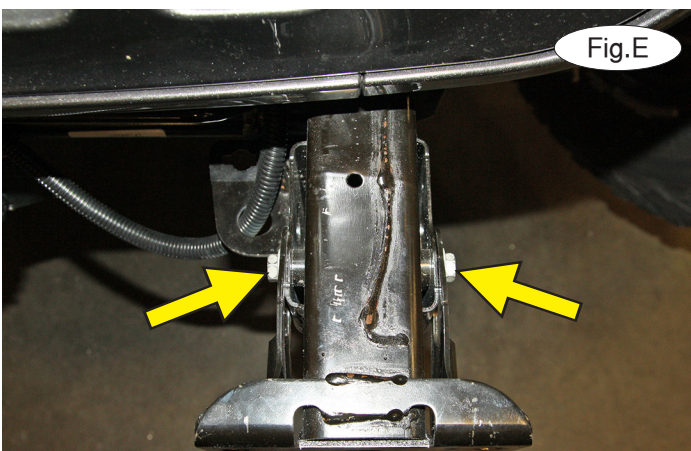
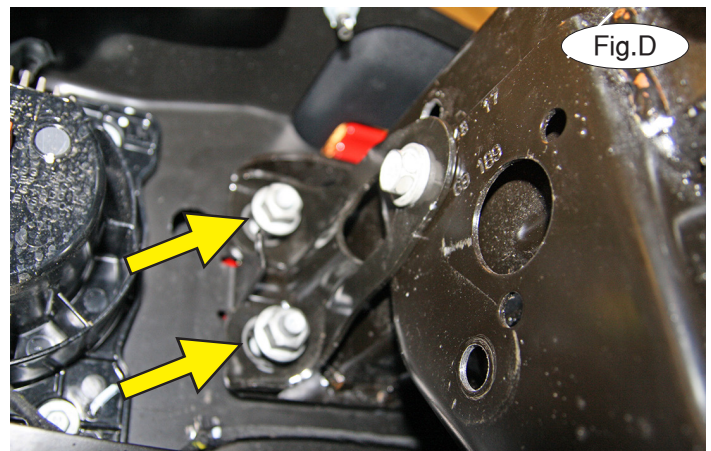
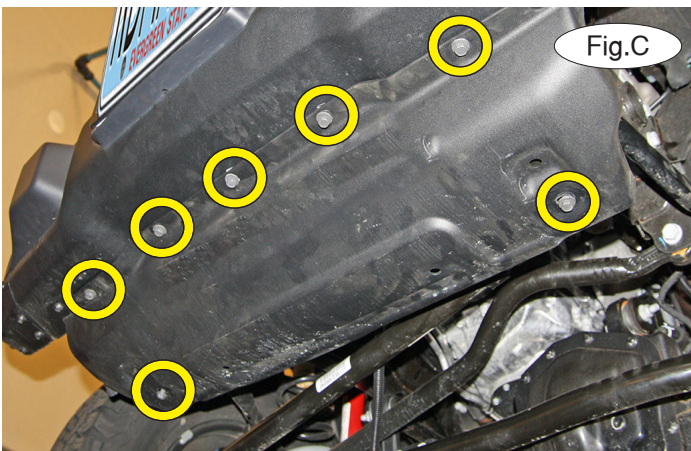
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## For Rubicon models with a metal bumper and metal rock guard



1. Begin the installation by disconnecting the fog lights on the passenger side, if the vehicle is so equipped (Fig.A).
2. Remove two plastic fasteners attaching the drip rail to the frame (Fig.B) and set it aside for now.
3. Remove seven 13mm (head) bolts attaching the rock guard to the bumper and frame (Fig.C). Set it aside for now.



4. On each side, remove four 18mm (head) nuts attaching the bumper to the frame (Fig.D – only two nuts shown). Pull out firmly to remove the bumper and set it aside for now.

5. On each side, remove two 16mm (head) bolts attaching the frame stiffeners to the frame (Fig.E). The stiffeners will not be replaced. *Note:* retain the frame stiffeners for replacement in case the baseplate is ever removed.



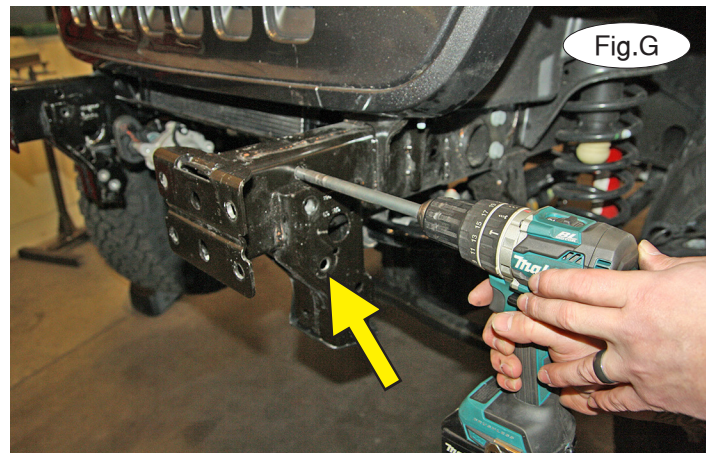
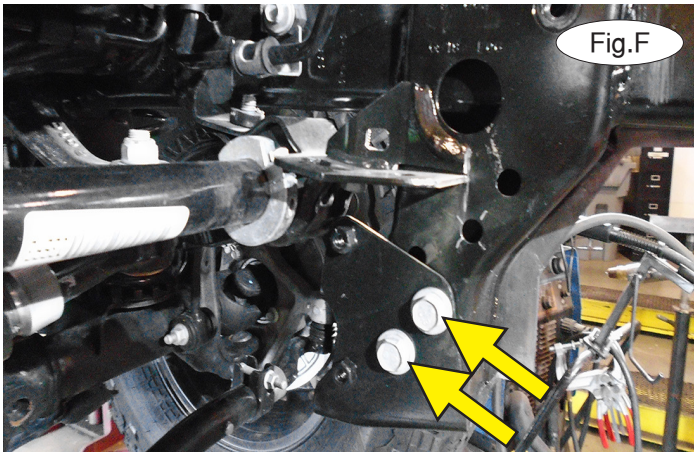


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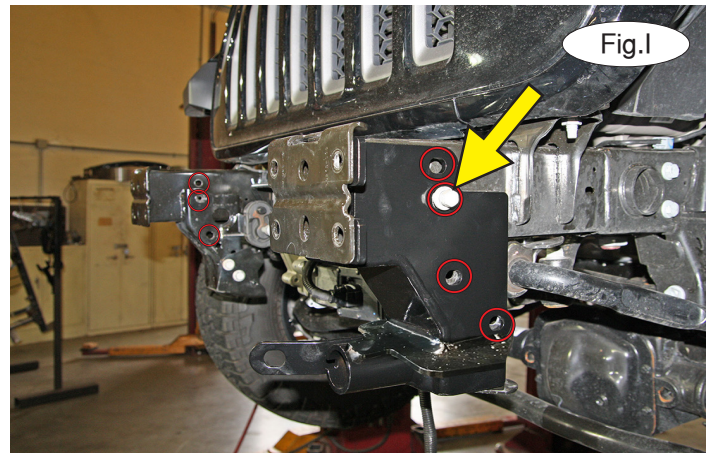
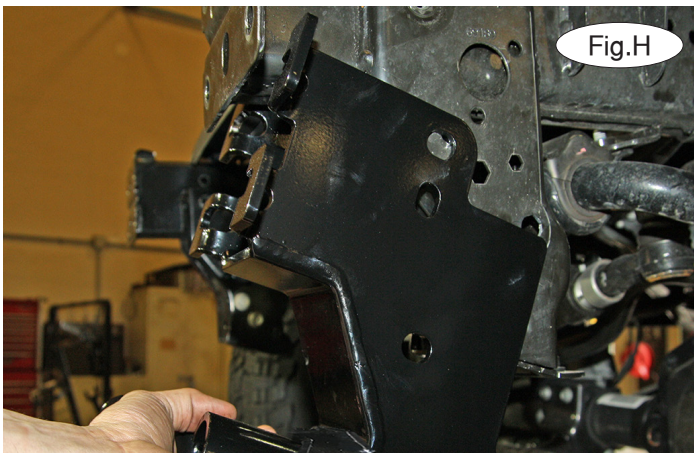
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6. **For Rubicon models with metal rock guard:** On each side, remove two 16mm (head) bolts attaching the lower rock guard mounts to the frame (Fig.F). **All other models:** Proceed to step 7.

7. On each side, enlarge the indicated holes using a 9/16" drill bit (Fig.G). Drill through both sides of the frame.



8. Using the baseplate drawing and parts list on the separate insert as a reference, locate the side-specific braces. Slide them in at a slight angle to the frame rail and then up over the frame rail to align the holes (Fig.H). Loosely replace the two factory 16mm (head) bolts removed in step 5 (Fig.I).

Due to manufacturing variances, this kit includes extra 1/2" flat washers that can be used as spacers to eliminate any play between the baseplate and the frame. The red circles (Fig.I) indicate the three inside and four outside mounts on either side of the vehicle where washers may be needed. As an example, if the bolt pointed out (Fig.I – arrow) needs a washer, the three other holes on the outside of the frame on that side of the vehicle will also need one each. It's imperative to note that not every installation will require spacers but for those that do, you must ensure that the four bumper mounts on each side of the vehicle remain unobstructed.



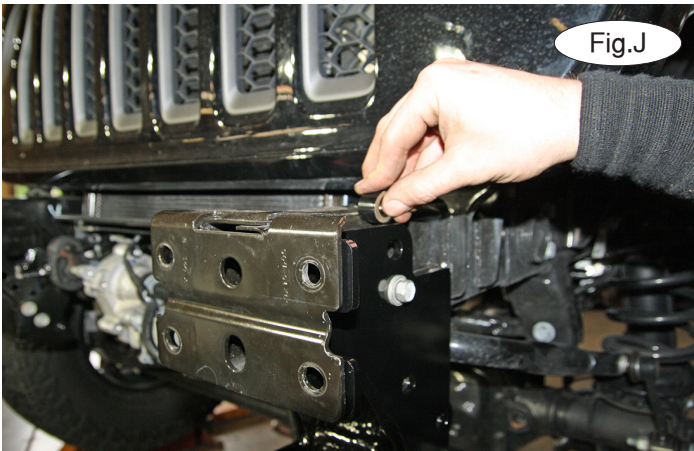


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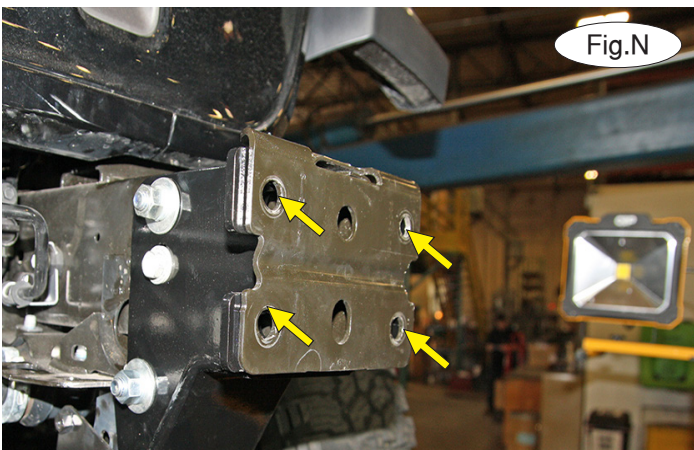
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9. On each side of the frame rail, place a 1" x .188 wall x 1/2" pipe spacer between the brace and the frame rail (Fig.J). Place a 1/2" flat washer over a 1/2" x 5" bolt and pass the bolt through the upper mounts. Repeat the process for the middle mount as well but you will not use pipe spacers. Finish each bolt with a 1/2" flat washer, 1/2" lock washer and a 1/2" nut (Fig.K). *Note:* If necessary, use a die grinder to enlarge each hole until the bolt can pass through unobstructed (Fig.L).



10. On each side, place a 1/2" lock washer and 1/2" flat washer over a 1/2" x 1 1/2" bolt and pass it through the remaining mount and into a 3/16" x 1 1/4" x 2 1/2" threaded backing plate with rod (Fig.M). Then, bend the rod out of the way or trim it. Now, ensure that the front mounting holes are aligned (Fig.N – four yellow arrows).

11. Reinstall the bumper by reversing steps 1 through 4. Now, tighten the factory 16mm bolts. Then, tighten the 1/2" x 5" bolts, and the 1/2" x 1 1/2" bolts.

12. **For Rubicon models with metal rock guard:** Replace the lower rock guard mounts by reversing step 6. **All other models:** Proceed to step 13 on page 5.



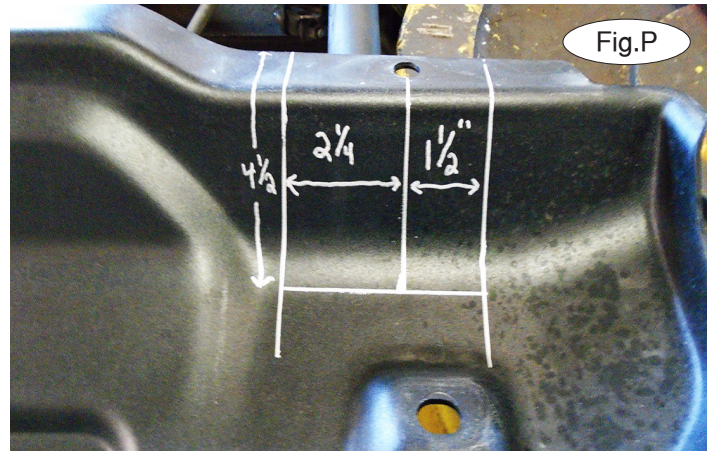
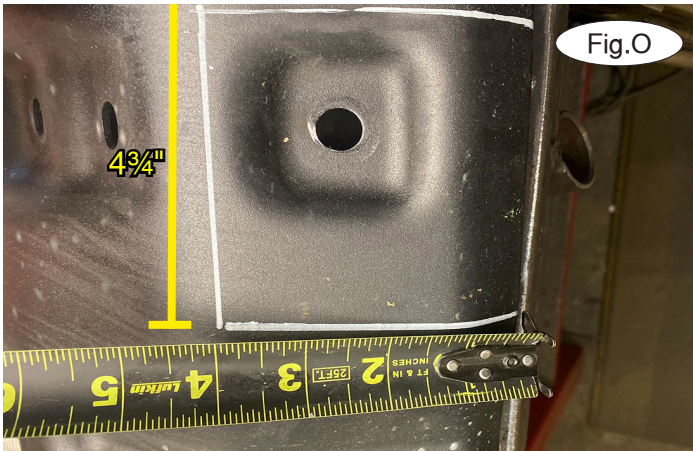


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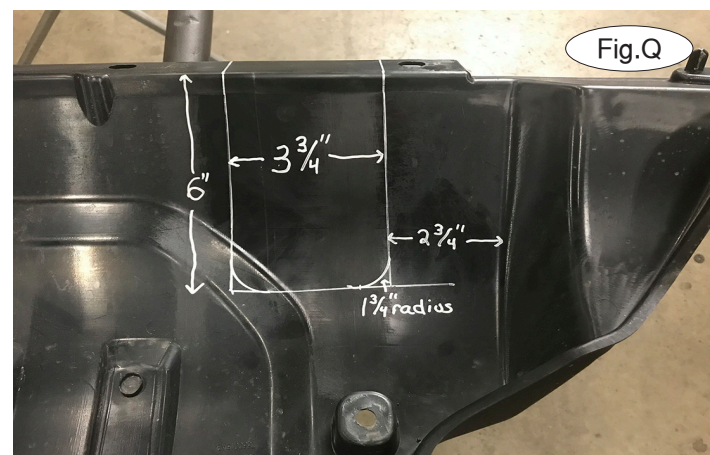


13. *Note:* Before proceeding, be aware that additional trimming may be necessary above and beyond what is shown here.

**For Rubicon models with plastic bumpers and metal rock guards:** Trim the rock guard using the dimensions shown in Figure O as a reference. *Note:* Test fit the rock guard to ensure that the baseplate does not contact the rock guard. If it does, trim an additional amount to allow clearance. Reinstall the trimmed rock guard using only the lower 13mm (head) bolts you removed in step 2 on page 10. Now, return to step 5 on page 11 to finish installing the replacement rock guard mounts.

**For Rubicon models with metal bumpers and metal rock guards:** Trim each side as shown in Figure P (passenger side).

**For Sport, Sport S, Sahara and Overland models with plastic bumper and plastic rock guards:** Trim each side as shown in Figure Q (passenger side). Then, reinstall the rock guard by reversing steps 1 through 4 on page 7.



14. **If you choose not to use the provided wiring plate:** Proceed to step 15.

**If you choose to use it:** Refer to the drawing on page 1 for the wiring plate assembly for plastic bumpers. In one end of the wiring plate, place a 3/8" flat washer over a 3/8" x 3" bolt and pass it through the wiring plate. Then, place one of the two 1" O.D. x .188 wall x 1 3/4" pipe spacers over the bolt and bolt up through the recessed plastic rock guard access hole and metal support piece (Fig.R). Finish with a 3/8" Nylock nut.

Now, repeat the process for the second hole (Fig.S).





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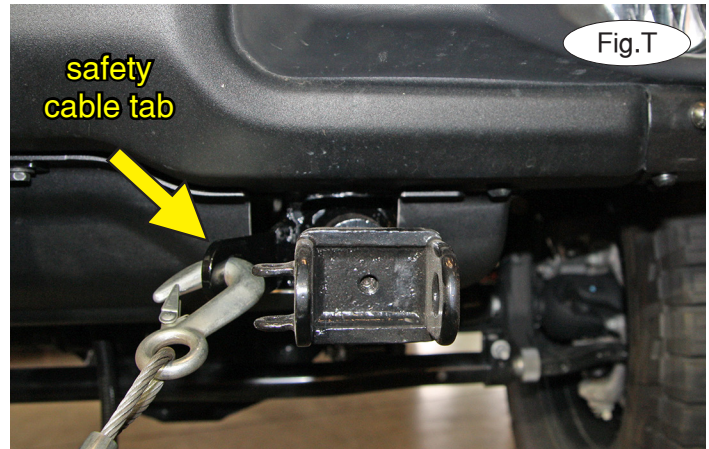
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15. On each side, insert the removable front arm into the front receiver 90 degrees from its final towing position, depressing the spring-loaded pin against the receiver. Twist back 90 degrees until the spring-loaded pin snaps into place in the notch on the receiver, locking the arm into place in its final towing position. **Please note: it is the owner's responsibility to ensure the locking of the pins before towing. Otherwise, failure of the towing system will result.**

16. Install the tow bar to the mounting bracket according to the manufacturer's instructions.



### IMPORTANT!

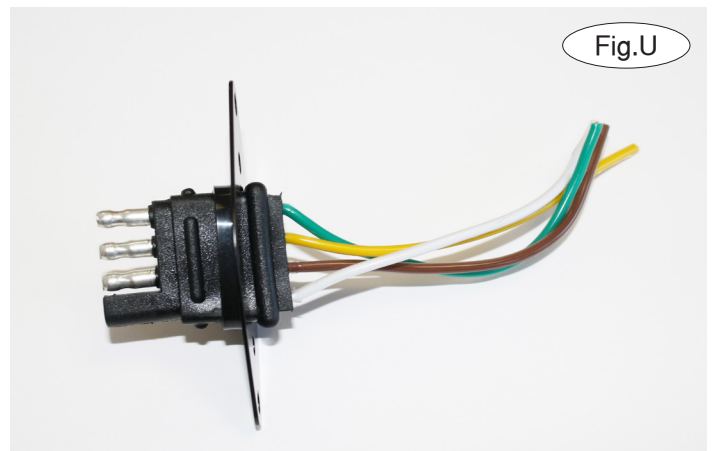
**Safety cables are required by law. When towing, connect safety cables to the safety cable tabs illustrated on the separate insert with the drawing and parts list and in Figure T. Make certain there is adequate slack in the cables to allow a full turning radius; otherwise, damage will result. If necessary, longer cables or cable extensions are available.**

### Three options for attaching the wiring plug to the main receiver brace

**For six-wire plugs:** use the two supplied 3/4" self-tapping screws to attach the electrical plug directly to the rods on the front of the main receiver brace.

**For four-wire round plugs:** attach to the plug mounting plate and then use the two supplied 3/4" self-tapping screws to attach the mounting plate to the rods on the front of the main receiver brace.

**For four-wire flat plugs:** place the plug through the mounting plug plate, and then secure it using the supplied zip tie on the front of the plug (Fig.U). Use the two supplied 3/4" self-tapping screws to attach the mounting plate to the rods on the front of the main receiver brace.



### BOLT TORQUE REQUIREMENTS

Note: The torque values represented below are intended as general guidelines. Torque requirements for specific applications may vary. Roadmaster does not warrant this information to be accurate for all applications and disclaims all liability for any claims or damages which may result from its use.

#### STANDARD BOLTS

Thread Size	Grade	Torque
5/16-18	5	13 ft./lb.
3/8-16	5	23 ft./lb.
7/16-14	5	37 ft./lb.
1/2-13	5	57 ft./lb.
5/8-11	5	112 ft./lb.

#### METRIC BOLTS

Thread Size	Grade	Torque
6mm-1.0	8.8	6 ft./lb.
8mm-1.0	8.8	18 ft./lb.
8mm-1.25	8.8	16 ft./lb.
10mm-1.25	8.8	36 ft./lb.
10mm-1.5	8.8	31 ft./lb.

#### METRIC BOLTS

Thread Size	Grade	Torque
12mm-1.25	8.8	64 ft./lb.
12mm-1.5	8.8	60 ft./lb.
12mm-1.75	8.8	55 ft./lb.
14mm-2.0	8.8	88 ft./lb.

All illustrations and specifications contained herein are based on the latest information available at the time of publication approval. ROADMASTER, INC. reserves the right to make changes at any time without notice in material, specification and models or to discontinue models.





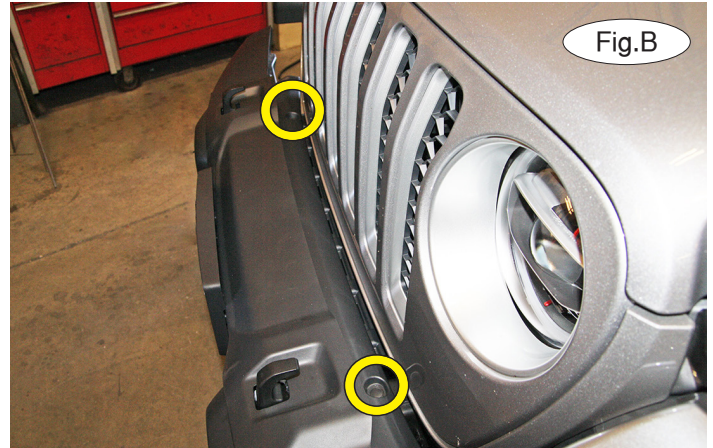
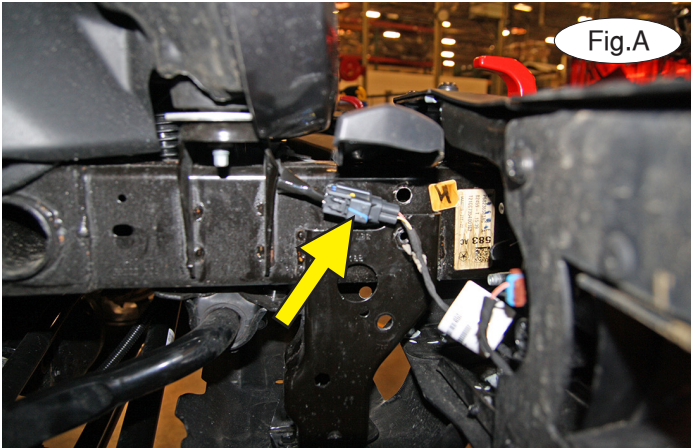
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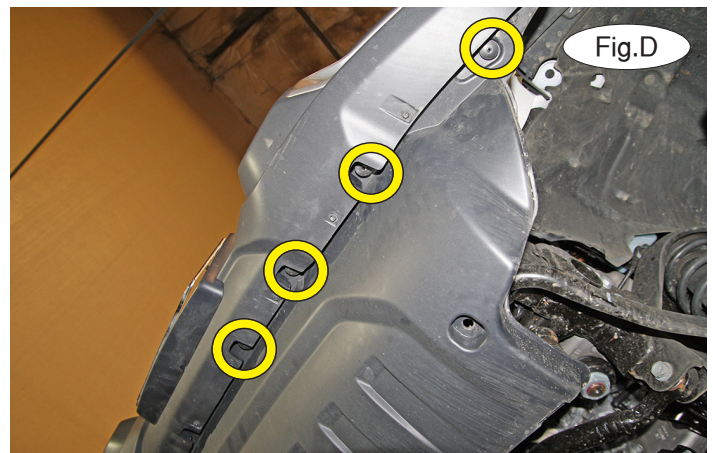
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For models with a plastic rock guard (Sport, Sport S, Overland and Sahara)



1. Begin the installation by disconnecting the fog lights on the passenger side, if the vehicle is so equipped (Fig.A).
2. Remove two plastic fasteners attaching the drip rail to the frame (Fig.B).
3. Remove two 8mm (head) screws attaching the rock guard to the subframe (Fig.C).



4. On each side, remove four plastic fasteners attaching the rock guard to the lower bumper (Fig.D). Set it aside for now.

5. Remove two 16mm (head) bolts attaching the frame guard to the frame (Fig.E). Push up to release the frame guard retaining clips (Fig.F – page 8).





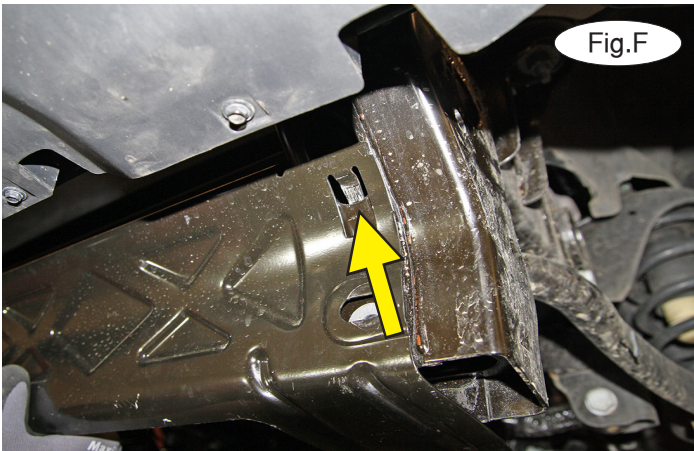


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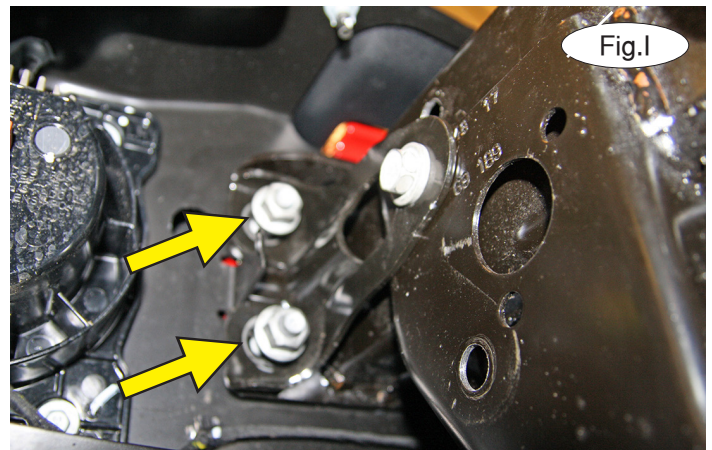
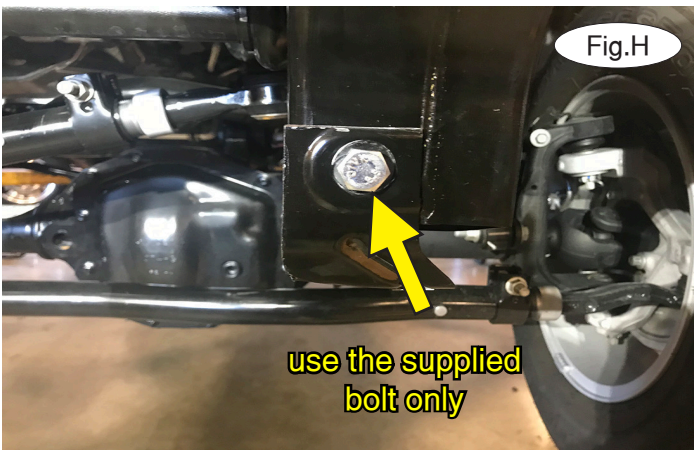
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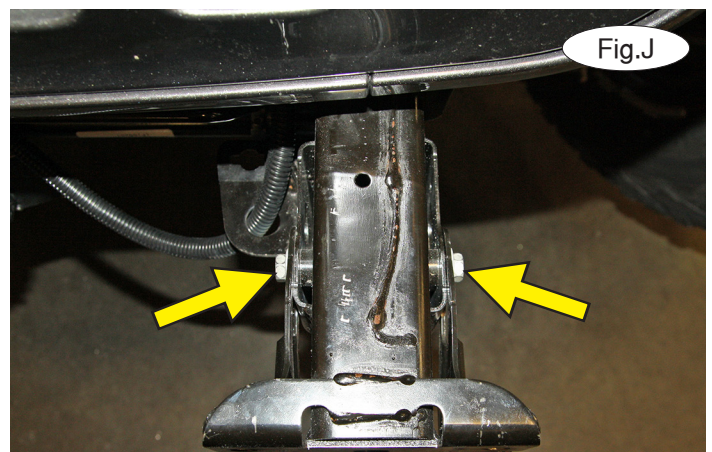


6. On each side, trim the frame guard (Fig.G – driver’s side shown) and then reinstall each remaining piece using only the two supplied M10 x 1.5 x 25mm bolts (Fig.H – driver’s side shown). **Note: Under no circumstances should you use the factory bolts.**

7. On each side, remove four 18mm (head) nuts attaching the bumper to the frame (Fig.I – only two nuts shown). Pull out firmly to remove the bumper and set it aside for now.



8. On each side, remove two 16mm (head) bolts attaching the frame stiffeners to the frame (Fig.J). The stiffeners will not be replaced. **Note:** retain the frame stiffeners for replacement in case the baseplate is ever removed.







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9. Turn the bumper over and place it on a secure surface. On each side, trim the plastic fog light cover as indicated in Figure K (yellow line – passenger side), completely removing the section marked with a yellow X.

**Now, return to step 6 on page 3 to finish installing the baseplate.**





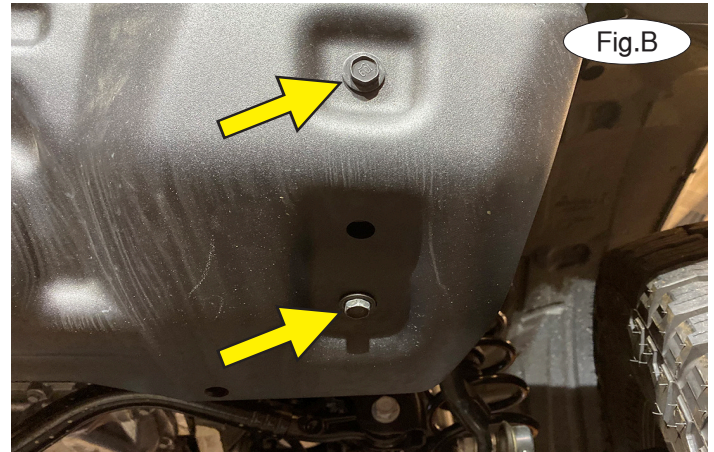
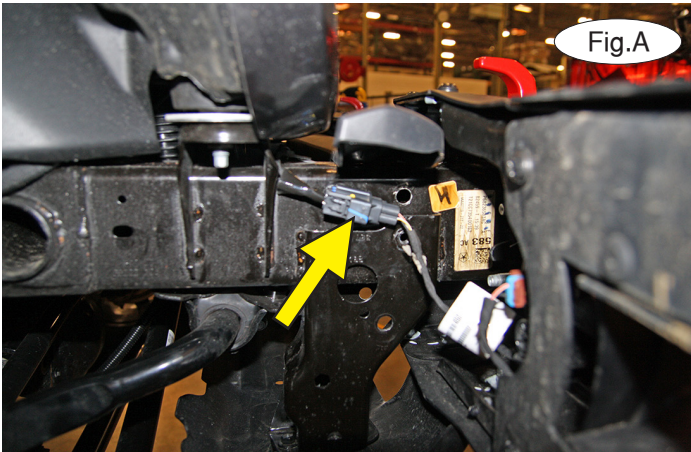
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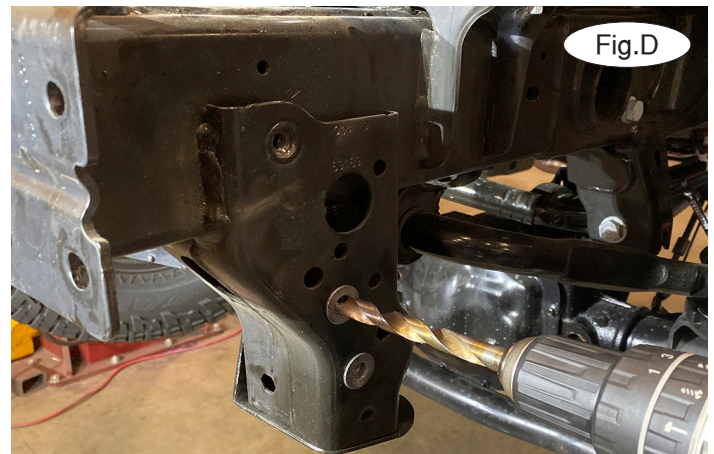
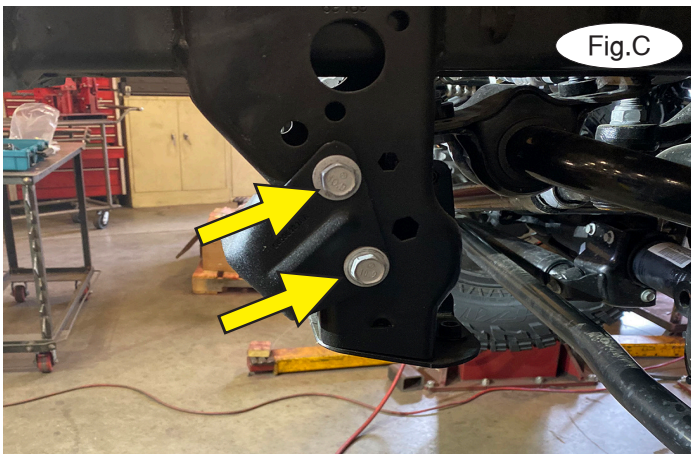
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## For Rubicon models with a plastic bumper and a metal rock guard



1. Begin the installation by disconnecting the fog lights on the passenger side, if the vehicle is so equipped (Fig.A).
2. On each side, remove two 13mm (head) bolts attaching the rock guard to the frame (Fig.B). Set the rock guard aside for now.



3. On each side, remove two 16mm (head) bolts holding the upper rock guard mount to the frame horn (Fig.C). The upper rock guard mount will not be replaced.

4. On each side, on the outside of the frame only, use a 9/16" drill bit to drill out the two nutserts (Fig.D and E show before and after the drilling).

**Now, return to step 4 on page 2 in order to install the baseplate. Return here after step 13 to install the replacement rock guard mounts.**



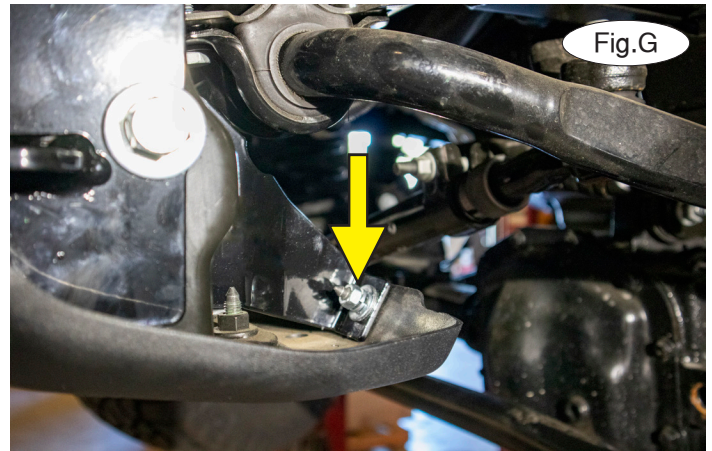
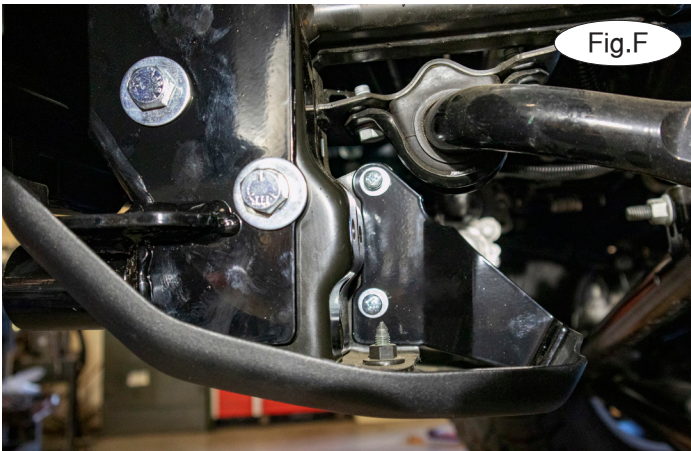


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5. Use the drawing and parts list on the separate insert to locate the side-specific replacement rock guard mounts. Place a 6mm lock washer and 1/4" flat washer over a 6mm x 1.0 Phillips bolt and bolt into the existing nuts on the lower rock guard mounts (Fig.F). Use the remaining 16mm hardware from step 2 and bolt through an existing hole at the rear of the rock guard, through the side-specific brace, and finish with a 5/16" flat washer, M8 lock washer, and 8mm x 1.25 nut (Fig.G).



6. **If you choose not to use the provided wiring plate:** Your installation is now complete.

**If you choose to use it:** Refer to the drawing on page 1 for the wiring plate assembly for plastic bumpers. In one end of the wiring plate, place a 3/8" flat washer over a 3/8" x 3" bolt and pass it through the wiring plate. Then, place one of the two 1" O.D. x .188 wall x 1 3/4" pipe spacers over the bolt and bolt up through the recessed plastic rock guard access hole and metal support piece (Fig.H). Finish with a 3/8" Nylock nut.

Now, repeat the process for the second hole (Fig.I).